AMENDMENTS TO THE CLAIMS:

Please replace the claims with the claims provided in the listing below wherein status, amendments, additions and cancellations are indicated.

1. - 3. (Cancelled).

4. (Currently Amended) A light alloy wheel comprising an outer rim having a tubular rim part, the tubular rim [[port]] part comprising: a bead seat, a hump, a slope wall and an ornamental wall, the ornamental wall being arranged on a side opposite to a tire-mounting side of the outer rim and bridging from a first juncture between a first extension from a tire-mounting-side contour of the bead seat and an exterior contour of the rim to a second juncture between a second extension from a tire-mounting-side contour of the slope wall and the exterior contour of the rim~~; and~~ wherein

a cavity is defined by the bead seat, the hump, the slope wall and the ornamental wall~~; and wherein~~,

~~when assuming~~ a solid rim part [[that]] is defined by the first and second junctures and ~~consisting~~ consists of the bead seat, the hump and the slope wall, and ~~has a typical standardized shaping construction in respect of inclination, dimensions such as height and length and wall thicknesses for guaranteeing a~~

~~required strength of the outer rim, and in conformity mainly with design specification of a tire~~,

a shape and a thickness of the bead seat, the hump, the slope wall and ornamental wall ~~shaping and wall thicknesses~~ of the tubular rim part are set so that:

(a) a ratio of cross-sectional area of the tubular rim part to that of the solid rim part is no more than 100%; [[and]]

(b) ~~a ratio of geometrical moment of inertia of the tubular rim part to that of the solid rim part is no less than 100%~~ a first geometrical moment of inertia of the tubular rim part about an axis that is parallel to an axis of the light alloy wheel and runs through a centroid of a cross section of the tubular rim part is no less than a geometrical moment of inertia of the solid rim part about an axis that is parallel to the axis of the light alloy wheel and runs through a centroid of a cross section of the solid rim part;

(c) a second geometrical moment of inertia of the tubular rim part about an axis that is perpendicular to the axis of the light alloy wheel and runs through the centroid of the cross section of the tubular rim part is no less than a geometrical moment of inertia of the solid rim part about an axis that is perpendicular to the axis of the light alloy wheel axis and runs through the centroid of the cross section of the solid rim part; and

(d) the thickness of the bead seat, the hump, the slope wall and ornamental wall of the tubular rim part is in a range of 2.3 mm to 4 mm.

5. (Currently Amended) A light alloy wheel according to claim 4, wherein~~, with respect solely to the tubular rim part, part of or~~ the thickness of a portion of ~~either of~~ the ornamental wall, the bead seat, the hump [[and]] or the slope wall is configured with a modified thickness [[in]] with respect to a [[of]] thickness of a remainder of the ornamental wall, the bead seat, the hump or the slope wall and the portion is comprised of a flat wall and/or a curved wall so as to ~~improve~~ increase the first and the second geometrical moments of inertia.

6. (Currently Amended) A light alloy wheel according to claim 4, further comprising hollow spokes jointed at joints to the tubular rim part, ~~and~~ wherein the tubular rim part has an opening at each of the joints between the hollow spokes and the tubular rim part, so that cavities of the hollow spokes communicate with the cavity in the tubular rim part.

7. (Currently Amended) A light alloy wheel according to claim 4 or 5, further comprising hollow spokes jointed at joints to the tubular rim part, wherein~~,~~ ~~at~~ around the joints between the cavity in the tubular rim part and the hollow

spokes, a portion of the ornamental wall, the bead seat, the hump or the slope wall is configured with a modified thickness [[in]] with respect to a [[of]] thickness of a remainder of the ornamental wall, the bead seat, the hump or the slope wall and the portion is comprised of a flat wall and/or a curved wall so as to ~~improve~~ increase the first and the second geometrical moments of inertia.

8. (Cancelled)

9. (Previously Presented) A light alloy wheel according to claim 4, wherein the ornamental wall is at least partly, convex outwardly.

10. (Currently Amended) A light alloy wheel according to claim 4[[,]]or 5 ~~or 6~~, further comprising hollow spokes jointed at joints to the tubular rim part, wherein~~, at~~ around the joints ~~between the cavity in the tubular rim part and the hollow spokes,~~ augmentation and/or trim-wise rounding is made on inner faces of the hollow spokes and/or the tubular rim part.

11. (Previously Presented) A light alloy wheel with an inner rim having a tubular rim part that is constructed as in the tubular rim part on the outer rim as recited in claim 4.

12. (New) A light alloy wheel according to claim 4, wherein the light alloy wheel is configured for a four-wheel automobile according to the European Tire and Rim Technical Organization standard or Japan Automobile Tire Manufactures Association standard; a dimension in a wheel-radial direction between the bead seat and a rim well is 17.0 mm or more; an inclination of the slope wall is 20 degrees or more; areal size of a total cross section of the tubular rim part is less than 371.5 mm^2; the first geometrical moment of inertia of the tubular rim part is more than 38,268.0mm^4; and the second geometrical moment of inertia of the tubular rim part is more than 14,054.8mm^4.

13. (New) A light alloy wheel according to claim 6, wherein around the joints augmentation and/or trim-wise rounding is made on inner faces of the hollow spokes and/or the tubular rim part.

14. (New) A light alloy wheel according to claim 4, wherein protrusion is formed on wall surfaces of the bead seat, the hump, the slope wall and the ornamental wall that define the cavity.